

Proposed: 4/16/2018

RESOLUTION NO. 37-2018 (HT)
Second Reading

By Council Member Dunbar

A Resolution setting forth the City's Complete and Green Street Policy.

WHEREAS Complete and Green Street policies address the livability and environmental needs of our community with multipurpose streets that better accommodate walkers, cyclists, and public transportation while reducing the environmental impact of our transportation infrastructure by incorporating green infrastructure strategies to reduce waste, stormwater runoff, and energy consumption; and

WHEREAS, Cleveland Heights is committed to the creation of a network of Complete and Green Streets that will improve the economic, environmental, and social well-being of its residents; and

WHEREAS, Cleveland Heights' network of Complete and Green Streets will provide safe and desirable travel for users of all ages and abilities and accommodate pedestrians, cyclists, motorist, and transit while also incorporating best management practices in green infrastructures; and

WHEREAS, Cleveland Heights recognizes the need to provide a Complete and Green Streets Policy to assist in the management of stormwater runoff and provide environmental benefit.

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Cleveland Heights, Ohio, that:

SECTION 1. Council hereby adopts the Complete and Green Street Policy set forth in Exhibit A attached hereto and incorporated as if fully set forth herein.

SECTION 2. Notice of the passage of this Resolution shall be given by publishing the title and abstract of its contents, prepared by the Director of Law, once in one newspaper of general circulation in the City of Cleveland Heights.

SECTION 3. This Resolution shall take effect and be in force from and after the earliest time allowed by law.

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**CAROL ANN ROE, Mayor
President of the Council**

**LAURIE SABIN
Clerk of Council**

PASSED:

Exhibit A

COMPLETE AND GREEN STREETS

Definition.

“Complete and Green Streets” are roadways designed and operated to safely and comfortably accommodate users of all ages and abilities, including cyclists, pedestrians, transit riders, elderly, wheelchair users, delivery and service personnel, and emergency responders; and to reduce, accommodate and slow stormwater runoff as part of a comprehensive stormwater management system.

1. Vision and intent

1.1. The general public will realize long-term cost savings in improved health and better environmental stewardship. Residents will benefit from a “Green Dividend” by cutting transportation costs and making this income available for other, non-transportation expenses such as dining and entertainment in the community. The City and Cleveland Heights’ institutions and businesses will save money by constructing and maintaining smaller parking lots and parking structures. A greater proportion of land will be available for green space or for activity-filled buildings occupied by people rather than that same land serving as storage area for motorized vehicles. Another benefit is that a Complete and Green Street policy creates an economical and functional equity to every user of the road and every household regardless of one’s income, place of residence, neighborhood, mode choice or any other factor.

1.2. The City shall develop a safe, comfortable, reliable, efficient, integrated and completely connected multimodal transportation network providing access, mobility, safety and connections to all users. The interconnectedness of the Complete and Green Streets network shall be explained and documented on a map available to the general public on the City’s website.

1.3. The City shall efficiently address water quality of its sewer system by assessing opportunities and then conducting improvements where needed for sewer lines in coordination with road improvements. Roads shall be designed to not have excess pavement and considerations such as lane width, turning radii, traffic islands and on-street parking shall be evaluated for pavement reduction opportunities.

1.4. The Master Plan, adopted by City Council on March 20, 2017, states on page 146: “ACTION 1: Adopt a Complete and Green Streets Policy.” This was categorized by the Master Plan as being of the highest priority to implement.

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2. Diverse users

2.1. Roadway projects shall be designed and planned, to the greatest extent possible, to accommodate all users of the transportation system, including but not limited to motorists/truck operators, pedestrians, bicyclists, transit riders, seniors, children, those with pets, people with disabilities and emergency responders, while respecting the access needs of adjacent land uses. The City shall provide transportation choices that are safe, convenient, reliable, affordable, accessible, and timely regardless of race, ethnicity, religion, income, gender identity, immigration status, age, ability, languages spoken or level of access to a personal vehicle. Vulnerable users shall be prioritized. Special attention in the design and planning of a project shall be given to addressing the needs of people with disabilities and the elderly so that proposed Complete improvements make a measurable difference in ease of travel, comfort and safety for these most vulnerable users. Infrastructure investments shall be mapped, quantified and evaluated to ensure the provision of Complete and Green Streets projects in all neighborhoods, avoiding pockets of disinvestment or underinvestment.

3. Commitment in all projects and phases

3.1. All City-owned new construction, reconstruction/retrofit, resurfacing, repaving, restriping and rehabilitation transportation projects in the public right-of-way including, but not limited to, streets and all other connecting pathways shall be designed, constructed, operated, and maintained so that all modes of transportation allow all users to move safely, comfortably, conveniently and independently.

3.2. Privately constructed streets and parking lots shall adhere to this policy.

3.3. The City shall foster project partnerships with the State of Ohio, Cuyahoga County, neighboring communities and business and school districts to develop facilities and accommodations that further the City's Complete Streets policy for travel between cities.

3.4. The City shall approach every street project and each project's phase as an opportunity for transportation improvements for all users and as an opportunity for water quality improvements. These phases include, but are not limited to; planning, programming, design, right-of-way acquisition, construction, construction engineering, reconstruction, operation and maintenance. Other changes to transportation facilities on streets and rights-of-way, including capital improvements and major maintenance, must also be included.

3.5. The City shall provide accommodations for all modes of transportation to continue to use the road safely and efficiently during any construction or repair work that infringes on the right-of-way and/or sidewalk.

4. Exceptions

4.1. Exceptions to providing for all modes in each project may be authorized by the City Manager using the process and criteria as described below when:

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- 4.1.1. An affected roadway prohibits, by law, use by specified users (such as pedestrian malls), in which case a reasonable and equivalent project shall be designated to accommodate those specified users elsewhere, including on roadways that provide similar access to a route or destination;
- 4.2.2. The activities are ordinary maintenance activities designed to keep assets in serviceable condition (e.g. mowing, cleaning, sweeping, spot repair and surface treatments such as chip seal or interim measures); or
- 4.2.3. The City Manager after consultation with the Director of Public Works, Director of Planning and Development, Manager of Capital Projects, and Transportation Advisory Committee issues a documented exception concluding that the application of Complete Streets principles is excessively disproportionate to the need or probable use. Such exceptions shall be clearly explained and available on the City's website and conspicuously posted at City Hall, the public libraries within the City. On the posting shall be the contact information to share comments about the exception to the Transportation Advisory Committee and to City staff.

5. Jurisdiction

- 5.1. All transportation infrastructure and street design and construction projects requiring funding or approval by the City of Cleveland Heights shall adhere to this Policy. The City Manager shall require the staff of Public Works, Planning, Police, and Capital Projects to implement the Complete and Green Streets improvements in a unified and coordinated manner through consistent and thorough communication including Complete and Green Streets topics at the weekly senior staff meetings and in the staffs' weekly activity reports to the City Manager and City Council.
- 5.2. Projects funded by non-municipal governmental agencies such as state, federal, county government, including but not limited to Section 108 Loan Guarantee, Community Development Block Grant, Transportation Alternative Program, Ohio EPA, Ohio Department of Natural Resources and County Department of Public Works, shall adhere to this Policy. To the greatest extent, coordination between municipal and non-municipal staff responsible for planning and engineering of Complete and Green streets shall receive special attention.
- 5.3. Projects funded by non-municipal agencies and organizations such as the City's Special Improvement Districts, Greater Cleveland Regional Transit Authority and Northeast Ohio Regional Sewer District shall adhere to this Policy.
- 5.4. Private developments including street design and construction components shall adhere to—and fully support--this Policy. The Planning Director or his or her designee with the developer shall agree upon applicable requirements early in the approval process. The City shall verify compliance of the development during inspections prior to the use of such improvements by the general public.

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5.5. To the fullest extent possible, State of Ohio streets including those on the Federal Primary System, including the design, construction, reconstruction and maintenance of such streets, shall comply with this Policy.

5.6. For all streets and trails that connect to neighboring cities, Complete and Green Streets principles shall be encouraged across borders so that accommodations are continuous to destinations in other cities.

5.7. For streets and trails that are part of a regional network, the City shall especially provide well-maintained facilities that exemplify Complete and Green Streets principles.

6. Design

6.1. The best, state-of-the-practice design guidance, standards, and recommendations shall be immediately adopted in the implementation of Complete and Green Streets, including:

- American Association of State Highway and Transportation Officials (AASHTO) *Guide for Planning, Designing and Operating Pedestrian Facilities*
- American Association of State Highway and Transportation Officials (AASHTO) *Guide for the Development of Bicycle Facilities*
- Institute of Transportation Engineers (ITE) *Designing Walkable Urban Thoroughfares: A Context Sensitive Approach*
- Institute of Transportation Engineers (ITE) *Policy on Geometric Design of Highways and Streets*
- National Association of City Transportation Officials (NACTO) *Urban Bikeway Design Guide*
- National Association of City Transportation Officials (NACTO) *Urban Street Design Guide*
- Federal Highway Administration (FHWA) publications such as *Designing for Pedestrian Safety*

7. Land Use and context sensitivity

7.1. The City shall require specific evidence in all new or revised land use policies, plans, zoning ordinances or equivalent documents how they support the City's Complete and Green Streets Vision. The projects must be sensitive to the surrounding context including current and planned buildings, parks, trails, as well as its current and expected transportation needs. Land use policies and zoning ordinances must support Complete and Green Streets, promoting dense, mixed-use, transit-oriented development. All Complete and Green Streets' solutions must be appropriate and sensitive to the context and intended character as proposed in the Cleveland Heights Master Plan, the University Circle Cleveland Heights Bicycle Network Study, other NOACA Transportation for Livable Communities Initiative studies and other forward-thinking plans and studies. Unintended consequences such as involuntary displacement shall be avoided when possible or addressed with equity and fairness to the affected party.

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7.2. Roadway, trail, bus stop and sidewalk design decisions shall include public outreach and input and be sensitive to values of Cleveland Heights as a walkable, vibrant, sustainable, and bike friendly community.

7.3. Projects shall be designed at a human scale for the needs and comfort of all people, with due consideration of issues such as street design and width, lane width, desired motorists' operating speed, hierarchy of streets, mode balance, and connectivity.

7.4. Design criteria shall be based on the thoughtful application of engineering, architectural and urban design principles such that all projects shall make the City a more appealing, enjoyable, and sustainable place in which to live and work.

7.5. Projects in districts listed on the National Register of Historic Places shall be designed to enhance the district's historic character. Examples of contributing design elements include stone curbs, signage, street furniture, trees, and streetlights.

8. Performance measures

8.1. The City Planning Department shall annually measure and report to the Transportation Advisory Committee, the Citizens Advisory Committee and general public an evaluation using, but not limited to, the following performance measures:

- 8.1.1. Miles of bike lanes
- 8.1.2. Crosswalk and intersection improvements
- 8.1.3. Pedestrian, bicyclist and bus ridership counts
- 8.1.4. Percentage of employee, student and visitor arrivals by foot, personal bicycle, transit, carpool, bikeshare or carshare, or electric vehicle.
- 8.1.5. Number of ADA compliant new curb ramps installed along city streets
- 8.1.6. Number of bicycle parking spaces created and number updated that comply with Zoning Code bike parking location and design criteria
- 8.1.7. Number of crashes (location and type)
- 8.1.8. Number of new developments constructing the minimum required number of parking spaces rather than the allowable maximum
- 8.1.9. Square footage of new bioretention facilities
- 8.1.10. Square footage of pavement removed
- 8.1.11. Lineal feet of sanitary sewer lines newly separated from storm lines
- 8.1.12. Vehicle Miles Traveled
- 8.1.13. Carbon emissions
- 8.1.14. Net number of street trees added
- 8.1.15. Report on project effectiveness of engaging those who are underrepresented, consideration of their suggestions, and documentation of improvements that resulted from their input
- 8.1.16. Evaluation of plans and improvements to assure they are equitably distributed with respect to factors including but not limited to income, race, vehicle access, and planning district

8.2. An annual report shall document the change for each performance measure contained in this ordinance compared to the previous year(s). Such report shall be readily

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viewable on-line and in paper version at City Hall and at the Cleveland Heights-University Heights Libraries.

9. Project Selection Criteria

9.1. Project Evaluation and Criteria Scoring of the Capital Improvement Program shall include Complete Streets as a priority and City Council goal. Capital improvements shall be mapped and quantified to make certain in the City's five-year capital planning document that City resources are equitably provided. Scoring criteria shall be adjusted when necessary to attain an equitable distribution of Complete and Green Streets projects and resultant benefits.

9.2. The Department of Public Works, the Planning Department, Capital Projects, and other applicable departments, agencies, and committees shall incorporate Complete and Green Streets principles into all existing and future plans, manuals, checklists, decision-trees, rules, regulations, and programs including, but not limited to, the Capital Improvement Program and annual road program.

10. Implementation steps

10.1. Senior staff of Police, Public Works , Capital Projects, and Planning shall attend monthly meetings of the Transportation Advisory Committee which includes City Council-appointed representatives of each of the following: 1. Bicycling; 2. Pedestrians; 3. Transit users; 4. Disabled persons; Educational community within the Cleveland Heights-University Heights School District; Business community; and the Regional Transit Authority. The Transportation Advisory Committee per Ordinance 175-2013 shall make recommendations to City Council on conceptual and construction plans to improve transportation by modes which are alternatives to automobiles.

10.2. The Department of Public Works, the Planning Department, Capital Projects, and other applicable departments and the Transportation Advisory Committee will annually review current design standards to ensure that they are the best available resources.

10.3. The Planning Department shall annually review the Zoning Code and recommend amendments that fully support the City's Complete and Green Streets' Vision.

10.4. The City shall fund and encourage staff professional development and training to be fully conversant about Complete and Green Streets issues including motorized and non-motorized transportation conferences, classes, seminars, and workshops. Staff working on such projects shall attend at least ten hours of continuing education and/or documented research on best practices. City staff shall provide educational opportunities for City boards, committees and commissions, business districts, schools, and other institutions so that everyone understands the importance of the Complete and Green Streets Vision.

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10.5. Transportation planning and engineering consultants shall be selected only if they are leaders in implementation of cost-effective, practical projects that created Complete and Green Streets consistent with this City's Vision and Intent.

10.6. City staff of Capital Projects, Public Works, and Planning shall identify all funding sources for street improvements and evaluate every upcoming project as an opportunity for a Complete and Green Streets project. The Office of Capital Projects shall be responsible for adherence to the Complete and Green Streets policy. The City Manager shall oversee Capital Project's adherence.

10.7. The City Manager and staff shall promote inter-departmental project coordination among City departments with an interest in the activities that occur within the public right-of-way.

10.8. City staff of Capital Projects Public Works, Planning, and Community Services shall create a community engagement plan with specific strategies for when and how public engagement will occur and with whom. Effective strategies include enlisting survey helpers from the group whose input is sought, holding public meetings at accessible times and places, collecting input at community gathering spaces (such as school and City playgrounds, parks and libraries) and hosting and attending community meetings and events coincident with people's daily routines. Input should be augmented by easy-to-use, online methods of participation, like the MetroQuest survey for the University Circle-Cleveland Heights Bicycle Network Study. Outreach would include the City email newsletter, social media and neighborhood emailing systems such as Next Door.

10.9. City staff shall actively share and promote best practices and continuation of Complete and Green Streets in neighboring cities to improve Cleveland Heights residents' access to destinations beyond our borders

10.10. Every Complete and Green Streets project shall include an educational component to ensure that users of the transportation system understand and can safely use a project's elements.